



CITY OF HAYWARD

AGENDA REPORT

AGENDA DATE 03/23/99

AGENDA ITEM _____

WORK SESSION ITEM WS#2

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Update on Alameda County Transportation Authority Measure B Reauthorization Effort

RECOMMENDATION:

It is recommended that the City Council consider the following report and provide information regarding the City's input on the proposed effort to reauthorize Measure B, Alameda County's half-cent transportation sales tax program.

BACKGROUND:

Last June, Alameda County voters were asked to approve an extension of the County's Measure B, which is a one-half-cent transportation sales tax. Although the tax extension was approved by over 58 percent of the county's voters, this fell short of the required two-thirds "super-majority." Hence, the measure was defeated and the existing Measure B tax is still scheduled to sunset in 2002. The Alameda County Transportation Authority (ACTA) is considering placing the extension on the ballot again in 2000.

As background information, the Expenditure Plan for the 1998 Measure B extension was developed over the last several years with assistance from a 40-member committee representing environmental groups, business, transit, and neighborhoods. Several projects included in the Expenditure Plan would have provided either direct or indirect benefits to the City of Hayward. These projects were:

- I-880/SR 92 Reliever Route, Clawiter/Whitesell Interchange

This project would complete the key phase of the originally proposed I-880/SR 92 reliever route project, which was a segmentable project that would extend three discontinuous streets and upgrade an existing interchange to provide a reliever route through the industrial area of the City of Hayward. Specifically, this phase would construct a new combined Clawiter/Whitesell/Route 92 interchange. This new interchange would be essential to complete the reliever route which provides for congestion relief, increases mobility in the corridor, facilitates connectivity among existing facilities and contributes to the City's economic development by opening up access to the City's industrial area. The Expenditure Plan would have provided \$19.5 million towards the project. The remaining

\$58.5 million needed for the project would either come from other state funds or the establishment of the Industrial Assessment District.

- **I-238 Widening in the San Leandro Area**

This project would consist of the reconstruction and widening of I-238 between I-580 and I-880 from four to six lanes. Auxiliary lanes on northbound and southbound I-880 south of I-238 would be included. The Expenditure Plan would have provided \$66 million of the total \$102 million project cost, with the remaining \$36 million coming from the 1998 State Transportation Improvement Program.

- **Local Set-Asides**

The Expenditure Plan would have provided approximately \$1.3 million annually for local street and road projects, compared to the \$676,000 the City will receive this year under the current Measure B. Overall local transportation funds would account for approximately 23 percent of the net receipts.

- **Transit and Paratransit**

The Expenditure Plan would have provided funds for paratransit services in the City of Hayward, as well as funds for AC Transit, including services for those who are making the transition from welfare to work.

Last spring, each City Council in Alameda County was asked to support placing the Expenditure Plan on the ballot in June 1998. In March 1998, the Hayward City Council supported this action.

As stated earlier, the Measure B reauthorization received support from over 58.5 percent of the County's voters. The support from Hayward, however, was only 54 percent, which was the lowest of any incorporated city. Given this result, ACTA staff is interested in ascertaining comments on any strategies that could improve support within Hayward and thus, enhance the Measure's chances of passage countywide.

DISCUSSION:

The Measure B Expenditure Plan Steering Committee is looking at a number of approaches to achieve success with the Expenditure Plan in the next effort. However, it is apparent that ACTA is considering only a minor adjustment of the Expenditure Plan and will not ask for new projects. ACTA plans to make changes only to increase voter support. Towards this end, ACTA would welcome comments on the following areas:

- What would strengthen the Expenditure Plan in our jurisdiction?
- What didn't you like about the plan in our area?
- What would you cut to get what you want?
- What do you see as the "fatal flaws" in the Expenditure Plan?
- What does ACTA need to do to get your aggressive support?

As reported previously, there are the following risks for each jurisdiction if the Measure B reauthorization is not approved:

- Decreased funds for street maintenance.
- Decreased mobility for seniors and persons with disabilities.
- Decreased transit funds, cuts in fixed route services, and inability to expand or restore service levels.
- Inability to fund key capital projects that will address congestion throughout Alameda County.

SCHEDULE:

ACTA staff has identified the following process for revising the Expenditure Plan:

Fact Finding	January-April 1999
Revisions to Expenditure Plan	May 1999
Present Draft Plan	June-September 1999
Prepare Revised Plan	October 1999
Formal Approval of Plan	October 1999-January 2000
Election	2000


After reviewing the extensive information generated during the development of the existing expenditure plan, City staff would like to suggest that Hayward propose that Transit Oriented Development be supported as an additional means of addressing our congestion problems. This suggestion might be implemented by giving each planning area the flexibility to determine if a portion of the available funding be used in support of transit oriented housing. Planning areas should be given the flexibility to determine if and how much of their local transportation dollars would be used for this means of addressing their specific transportation problems. Considering the concerns raised during the development of the Expenditure Plan regarding accountability, there would likely need to be some percentage maximum established for this type of use.

A second staff suggestion relates to the issue of when and how to have the voters reconsider the reauthorization. There is some uncertainty in the how because there is an ongoing Constitutional Amendment effort to change the required percentage for transportation sales tax measures to a simple majority.

Also, there has been a lot of discussion about pursuing the Santa Clara County A+B approach, that is to have an advisory vote requiring a super majority on the expenditure plan (Measure A) and a simple majority vote on a general sales tax increase (Measure B). With the exception of Santa Clara, other counties that tried the A+B approach received approval of the expenditure

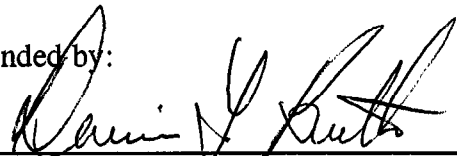
plan but not the sales tax increase. There needs to be more evaluation on what is the best approach for success in Alameda County. Also, there needs to be sufficient time to develop local support for the overall plan, which is why staff would recommend that ACTA only consider having the next vote at the November 2000 election rather than the March 2000 elections.

Prepared by:




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